

## UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 1      31 Ed 1998      Change No. 28  
LAST NM 19/01

Page 149—Paragraph 117; insert after:

**Charts 13302, 13303, 13305, 13309-Penobscot Bay Recommended Vessel Route.**—The U.S. Coast Guard Captain of the Port, Portland, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a Recommended Vessel Route for deep draft vessels entering and departing Penobscot Bay and River. Deep draft vessels are requested to follow the designated routes. These routes were designed to provide safe, established routes for increased deep draft vessels, to prevent the loss of fishing gear placed in the waters in the approaches to Penobscot Bay and River, and to reduce the potential for conflicts between less maneuverable deep draft commercial vessels and all other vessels navigating upon these waters. Vessels are responsible for their own safety and are not required to remain inside the route nor are fisherman required to keep fishing gear outside of the 0.4 mile wide route.

**Recommended minimum under-keel clearances for Penobscot Bay and River** have also been established by the aforementioned group, in order to prevent groundings and to promote safety and environmental security of the waterway resources of Penobscot Bay and River. The group recommends that all entities responsible for safe movement of vessels in and through the waters of Penobscot Bay and River operate vessels in such a manner as to maintain a minimum under-keel clearance of 3 feet between the deepest draft of the vessel and the channel bottom when transiting Penobscot Bay and outer Penobscot River, south of Turtle Head on Islesboro island, and 2 feet when transiting Penobscot River north of Turtle Head, and a minimum under-keel clearance of 1 foot at all berthing areas.

(CL 1493/98; CL 1637/00; NOS 13309)      21/01

Page 182—Paragraph 218, line 5; read:  
(43°47.0'N., 69°43.4'W.).

**Recommended minimum under-keel clearances for Sheepscot River.**—The U.S. Coast Guard, in cooperation with the Maine and New Hampshire Port Safety Forum, has established recommended minimum under-keel clearances for Sheepscot River, in order to prevent groundings and to promote safety and environmental security of the waterway resources of Sheepscot River. The group recommends that all entities responsible for safe movement of vessels in and through the waters of Sheepscot River operate vessels in such a manner as to maintain a minimum under-keel clearance of 2 feet between the deepest draft of their vessel and the channel bottom when transiting the river inside Entrance Lighted Bell Buoy 2SR, and a minimum under-keel clearance of 1 foot at all berthing areas.

(CL 1637/00; LL/2000)      21/01

Page 200—Paragraph 644, line 2; read:

will receive and transmit information when necessary.

**Recommended minimum under-keel clearances for the Port of Portland.**—The U.S. Coast Guard, in cooperation

with the Maine and New Hampshire Port Safety Forum, has established recommended minimum under-keel clearances for the Port of Portland, in order to prevent groundings and to promote safety and environmental security of the waterway resources for the Port of Portland. The group recommends that all entities responsible for safe movement of vessels in and through the waters of the Port of Portland operate vessels in such a manner as to maintain a minimum under-keel clearance as follows:

(a) 3 feet, when transiting inside a line drawn between Ram Island Ledge Light and Portland Head Light to Dredged Channel Lighted Buoy 5 at the entrance to Fore River,

(b) 2 feet, when transiting Dredged Channel Lighted Buoy 5, including Fore River,

(c) 2 feet, when transiting via Hussey Sound inside a line drawn between Lighted Gong Buoy 3 and Lighted Buoy 4. The minimum under-keel clearance should be between the deepest draft of the vessel and the channel bottom; a minimum under-keel clearance of 1 foot is recommended for all berthing areas.

(CL 1637/00; LL/2000)

21/01